

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:37 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 585 Const Calendar Day: 158 Date: 09-Nov-2012 Friday  
Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

ITEM 64, INSTALL STRUCTURAL STEEL (BRIDGE) (PIPE BEAM) (HINGE AW & AE);  
CCO 120, HINGE A MODIFICATIONS;  
FORM FOR GROUT BETWEEN BEARINGS AND DIAPHRAGM SLEEVES:

ABF laborers continue fabricating forms for the grout pours that will be between the bearings and the diaphragm sleeves. They are cutting the curved surfaces and checking the fit of the forms. Note that they cannot install the forms yet because the HPB's are not in the final positions/alignments and the bearings have not be put in their final positions with the gap to be grouted not determined yet. Working on this operation are Jose Prado and Froylan Ruiz. They work a 10hr hour shift today, working until 1700 in the field so that they can be back at Pier 7 by the 1730 end of shift.

**CCO 276, HINGE A PIPE BEAM BEARING SHIMS:**

Steel and lead shims are needed for the securing of the Hinge A circular segmented bearings around the hinge pipe beams. The material arrived on site earlier this week, with work in the field to position the bearing segments and install the shims scheduled to start on Sunday 11/11/2012 night. Today, during the second half of the shift, ABF does some work to shake out and prep the shims for the future installation inside the OBG. They use a forklift part time for this operation to handle the pallets with the shims. On this operation are ironworker superintendent Dan Dunn, ironworker foreman Kevin Karber, and ironworker Greg (David) Erickson. Prior to this CCO work, they all work on other operations not covered in this diary (covered by others). They work a 10hr hour shift today, working until 1700 in the field so that they can be back at Pier 7 by the 1730 end of shift.

The signed Extra Work Order with ABF is for the following:

ironworker superintendent Dan Dunn - 4 hrs Reg  
ironworker foreman Kevin Karber - 4 hrs Reg, 2 hrs OT  
ironworker Greg (David) Erickson - 4 hrs Reg, 2 hrs OT  
forklift operated by ironworkers - 2 hrs Reg

See the attached Extra Work Order - Signed with ABF for CCO 276 work

Also today on this operation, ABF moves a trailer (ABF id 002408) with a small conex (ABF id 002195) and MQ Power 25 generator (ABF id 002038) to the end of the Skyway at the E-Line to serve as a break room for the work at the hinge.



## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Brignano, Bob

Diary #: 585

Date: 09-Nov-2012 Friday

Also today, around 1200, a Hertz Equipment rented van is delivered to the Pier 7 warehouse. The Chevy Express Stabiltrak lic 07543E1 van will be used to transport the night shift crews to the field work location at the end of the Skyway, since there will be no crew boats available during the night shift starting next week.

CCO 97, PURCHASING S-WIRE;  
ITEM 67, ERECT PWS CABLE SYSTEM;  
WRAPPING S-WIRE IN WAREHOUSE; COILS ONTO BOBBINS:

As discussed with various ABF personnel today and yesterday, per CCO 97, an additional 10 coils of S-Wire beyond ABF's anticipated needs were purchased with the plan to turn that extra material over to CT Maintenance for potential future maintenance use on the bridge. We request today and yesterday that ABF not transfer those 10 coils from the coils (material supply) to the bobbins (sized for field use with the wrapping machines). ABF's plan was to transfer all coils to the bobbins. ABF requests today and yesterday that we label 10 coils accordingly. Today, I label 10 coils of S-Wire with "CT" in orange paint. As discussed with ABF, if those 10 coils of S-Wire are needed in the field for wrapping (run out of wrapping wire), this material may still be used by ABF. The following material is labeled for CT:

1. Coil 189, 307 kg
2. Coil 191, 306 kg
3. Coil 190, 309 kg
4. Coil 16, 308 kg
5. Coil 72, 304 kg
6. Coil 70, 303 kg
7. Coil 37, 318 kg
8. Coil 38, 320 kg
9. Coil 103, 316 kg
10. Coil 105, 315 kg

At noon today, there are 98 coils still in the original packaging (original count of 242 coils). After I take 10 coils out of service as described above, that leaves 88 of 232 coils for ABF's use. That means that  $(232 - 88)/232 = 62\%$  of ABF's available material has been placed on the cable, is on bobbins, or was used for testing at Squibb or in the warehouse. Note that the crew putting the S-Wire on the bobbins in the warehouse has been working 7 days a week and long shifts on this operation, just like the wrapping crews in the field, to keep up with the wrapping progress in the field.

### INSPECTOR OT REMARK:

2 hour OT in office: Meeting with DJV, METS, and ABF regarding replacement cable band bolts to be fabricated by Goodwin/BST with a quote received from ABF this afternoon and a response due to them by Monday. This is a schedule critical risk mitigation fabrication item for which meetings, discussions, and emails happened late in the day.